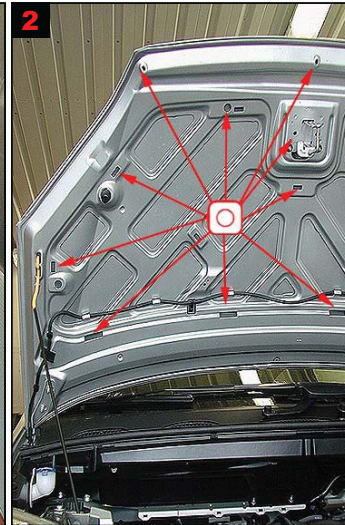
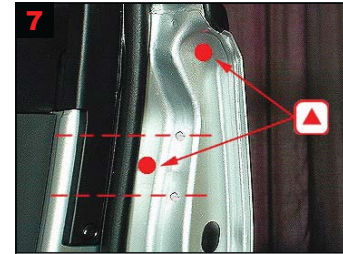


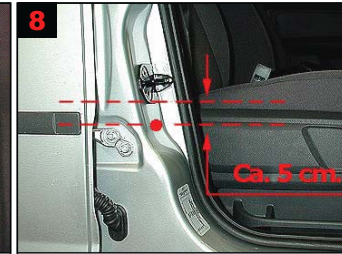
1
Engine compartment:
Treat behind spring struts, generally along top of longitudinal members, under coolant reservoir, battery box and airfilter body. Treat joint between front wing and wheel arch liner. U-member behind bumper: See fig 3 and 4.



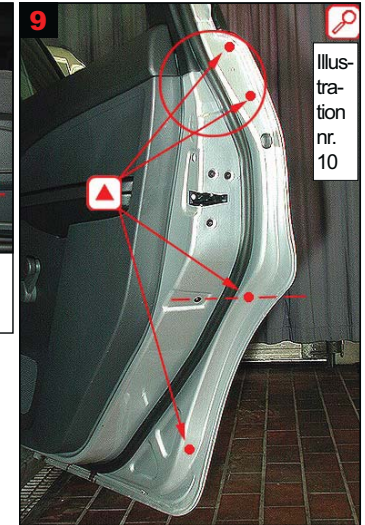
2
Bonnet lid:
Treat via existing holes.



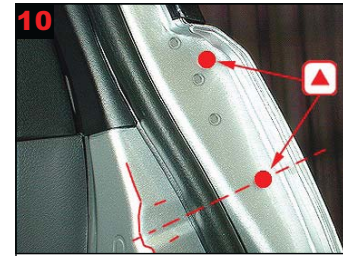
7
Front door sectional view:
Drill between spot welds 1 and 2.



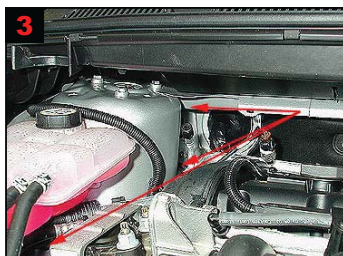
8
B-pillar:
Treat via 1 drill hole below lock mounting.



9
Rear door:
4 drill holes for correct treatment. See fig. 10 for drilling at correct level. Centre drilling: Drill level with screw.



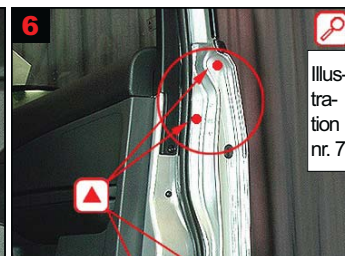
10
Rear door sectional view:
2nd drill hole: Drill level with plate fold.



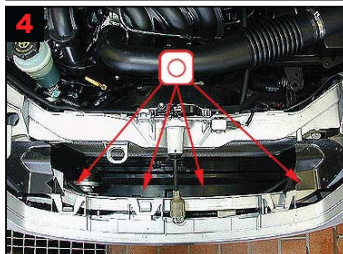
3
Fig. for correct treatment of reinforcements on spring struts.



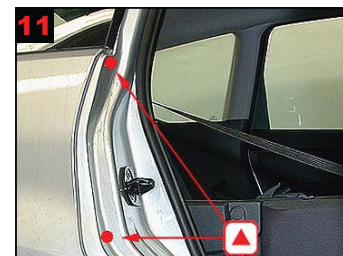
5
A-pillar:
Treat via 2 drilled holes. Top drilling level with screw for wing. Lower drilling below door hinge.



6
Front door:
4 drill holes for correct treatment. See fig. 7 for correct top drilling. Centre drilling: Treat via 1 drilled hole above lock mounting. Drill close to door plate.



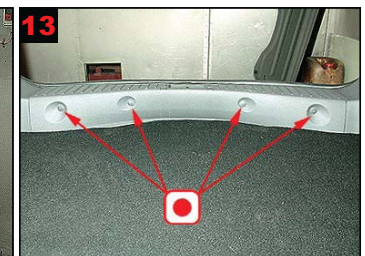
4
U-member behind bumper:
Treat wherever possible.



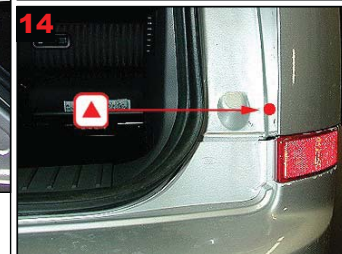
11
C-pillar:
3 drill holes for correct treatment. Lower drill hole: Drill level with upper edge of plate flange



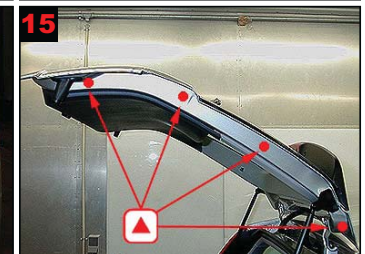
12
Rear wing from boot:
Treat via existing lug. Treat in all directions.



13
Rear panel:
Treatment via existing plugged holes (clips).



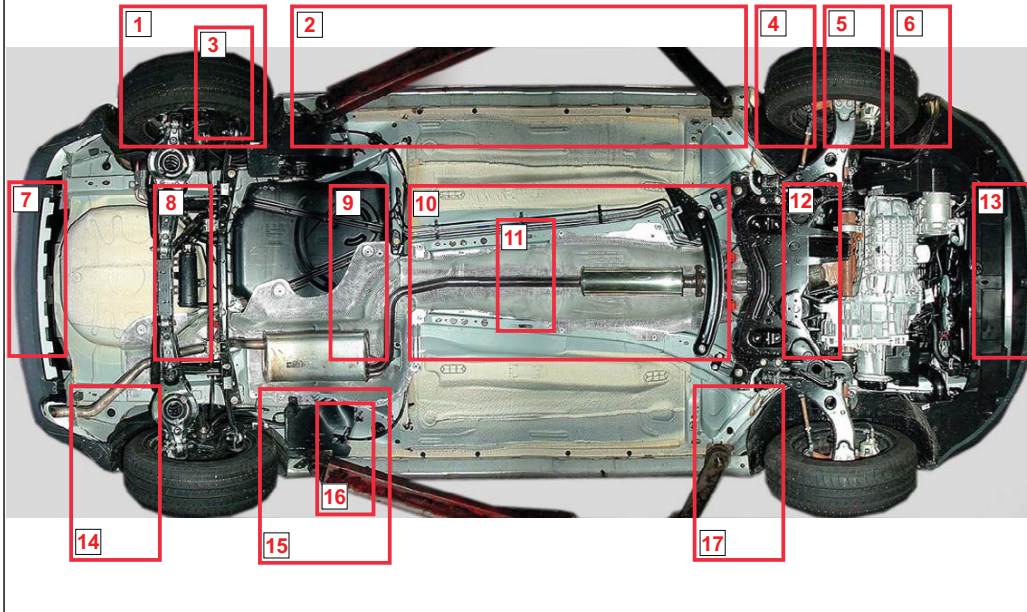
14
Rear wing:
Treat via 1 drilled hole above tail light.



15
Tailgate side:
4 drill holes for correct treatment. **Caution when advancing lance.**



General view of underside



<p>6</p> <p>Wheel arch front: Treatment of outer panel via 1 drill hole. A-pillar: Treat via existing plugged hole.</p>	<p>7</p> <p>Rear panel/U-member by bumper: Treat via existing holes and gaps.</p>	<p>8</p> <p>Cross member above rear axle assembly: Treat via existing plugged holes.</p>
<p>9</p> <p>Cross member before tank: Treat via existing holes.</p>	<p>10</p> <p>Longitudinal members centre: Treat via existing holes. See fig 11. Treatment of reinforcement.</p>	<p>11</p> <p>Treat reinforcements via existing gap.</p>
<p>12</p> <p>Cross member above rack-and-pinion: Treat via existing holes.</p>	<p>13</p> <p>Longitudinal member front and reinforcement for bumper: Treat via existing holes. Cross member behind bumper: Treatment with lance or flex hose.</p>	<p>14</p> <p>Longitudinal member rear: Treat via existing holes.</p>
<p>15</p> <p>Longitudinal rear member/rear section before rear wheel casing: Treat via 1 drilled hole and all existing holes. See fig 16 for correct drilling.</p>	<p>16</p> <p>Fig: correct drilling. Notice: double plate.</p>	<p>17</p> <p>Small cross member/auxilliary member: Treat via existing holes.</p>

1

Wheel arch rear:
Remove/flip wheel arch liner. 1 drill hole to treat panel, treat with lance. See fig 3 for correct treatment.

2

Panel:
Treatment of inner panel via 4 existing plugged holes. 2 drill holes for correct treatment of inner and outer panel (treat with lance). See fig. 3 and 6 for correct treatment.

3

Wheel arch rear/inner and outer panel:
1 drill hole to treat panel, treat with lance.

4

Wheel arch front:
Longitudinal member/reinforcement in wheel arch front: Treat via existing holes. See fig. 5 and 6 for correct treatment.

5

Top member in front wing:
Treat via existing holes and gaps.